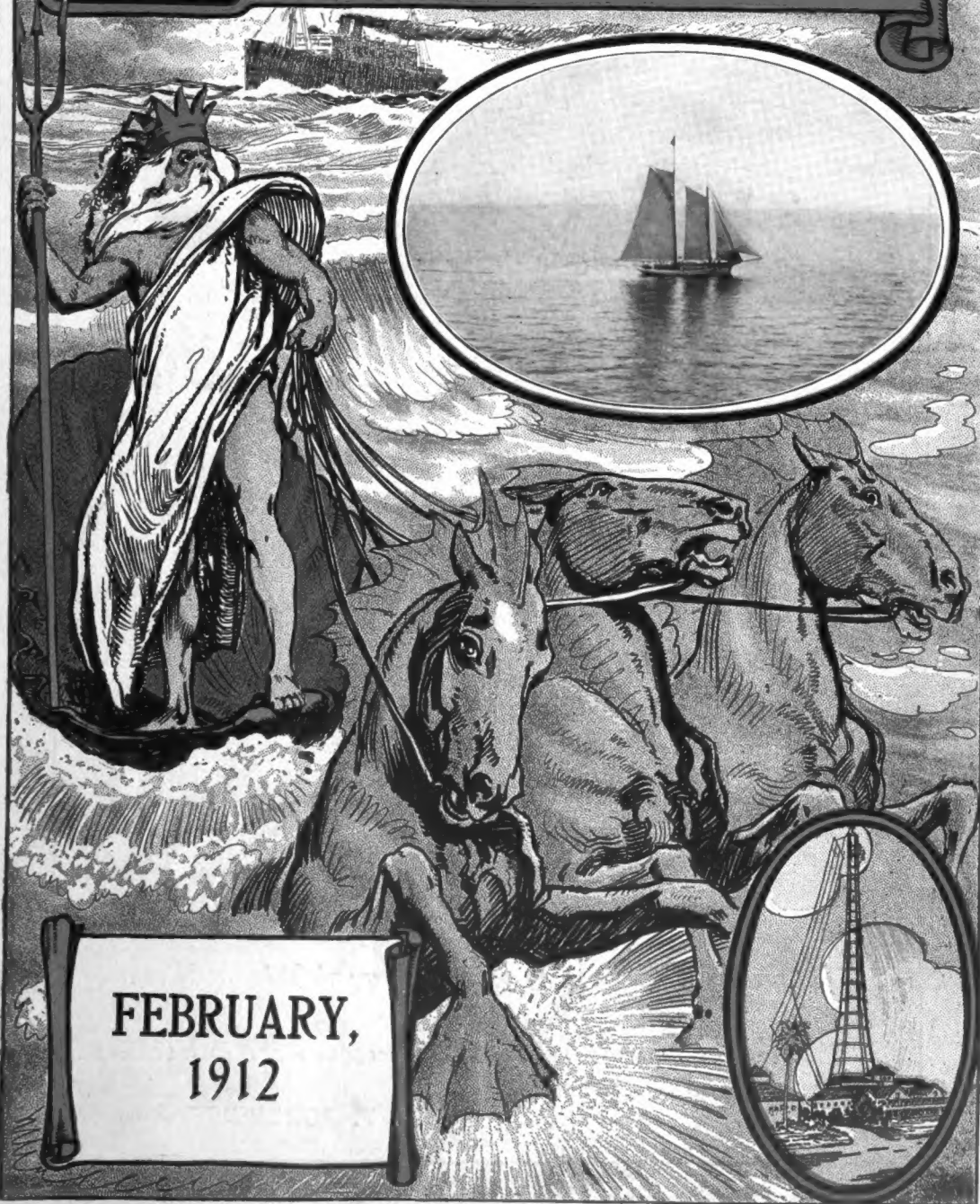


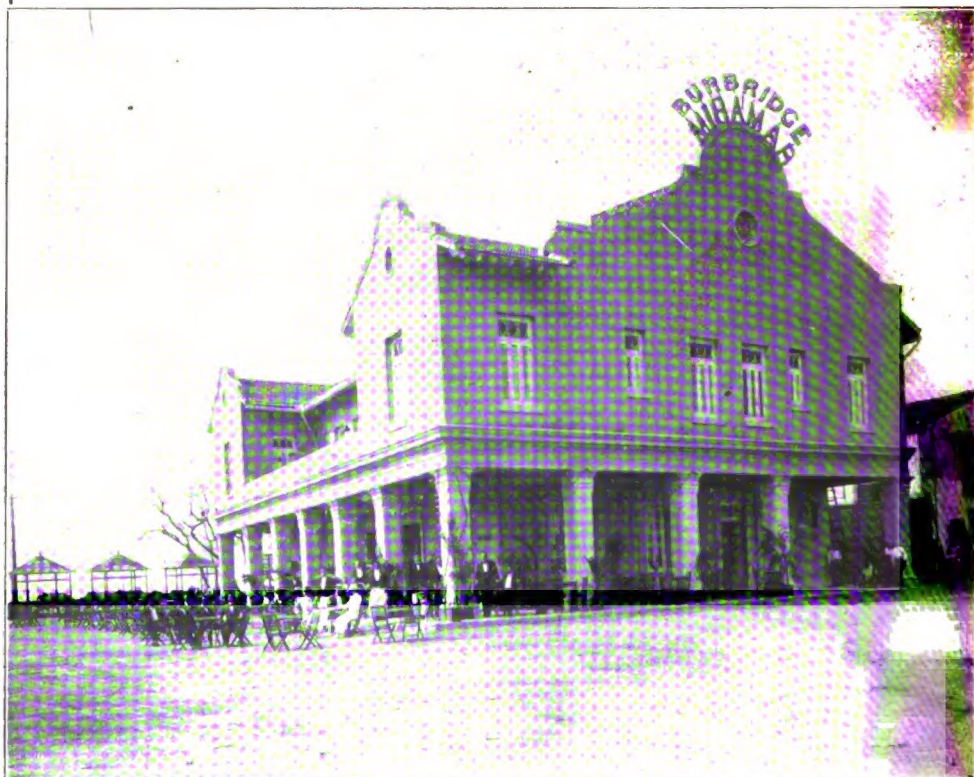
# The AEROGRAM



# *“BURBRIDGE”*

*Hotel Miramar, Habana, Cuba*

*In Vedado on the Almendares River by the Sea*



☐ *French and Spanish cuisine. Unexcelled service a la carte. Select your own live fish from the aquarium.*

☐ *Famous for arroz con pollo.*

☐ *Elegant rooms with bath, salt and fresh water, hot and cold.*

☐ *Music, singing and moving pictures every night in the Miramar garden.*

☐ *This hotel is the most select and picturesque resort in Havana; must be seen to be appreciated.*

*W. T. BURBRIDGE, Prop.*



"HE LOOKED KINDLY AT  
HER THROUGH HIS SPECTACLES"

# THE AEROGRAM

VOLUME VII

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NUMBER 2

## ELIPH' HEWLITT, PIRATE

By Ellis Parker Butler

HOW JARBY'S ENCYCLOPEDIA TAMED A PIRATE CREW AND GAVE A BOOST TO THE CAUSE OF FEMALE SUFFRAGE FOR WOMEN.

 "If I wanted that book I'd buy it," said Miss Hinckley, setting her hard-looking mouth firmly, "and I'd like to see any man say I shouldn't. I know very well that Mrs. Beem is scared to death of her husband, and I'm not surprised that she let him dictate to her whether she should buy it or not, but I ain't that way. I wasn't made president of the Ladies Female Suffrage for Women Society for no such reason as that. It was because I know my rights and have got gumption enough to stick up for them, men or no men. But I don't want that book, and the reason is that I ain't got time to read it. My official duties takes all my time."

"I should think they would," said Eliph' Hewlitt, with a sympathetic little cough. "Getting the right to vote for ladies is a big job. It takes lots of work and lots of time, just like it did to get up this Jarby's Encyclopedia of Knowledge and Compendium of Literature, Science and Art, on which the greatest minds of the known world worked twenty years, but it is worth it, containing, as it does, everything, from A to Z, indexed and classified. Price only \$5, \$1 down and \$1 a month until paid."

"Mebby it does and mebbly it doesn't," said Miss Hinckley, "though I don't blame you for praising up what you've got to sell. But it hasn't got anything to do with getting votes for women, and I don't want it."

The little book agent looked Miss Hinckley calmly in the face through his spectacles.

"You would be surprised, wouldn't you, if I was to tell you that the day I left New York, a committee of the

Anti-Female Suffrage Society came to me and begged me to give up selling this grand book? Yes'm. 'Eliph' Hewlitt,' they said, 'ain't you a man and a brother? Ain't it for the good of us men to stand together and keep the ladies in the kitchen where they belong? Please sell something else, but if you sell this grand work in one volume, published by Jarby & Goss, don't we beg of you, sell it to ladies! We ask it as a special favor, for with this superb volume in their hands they would have the whole wisdom of the known world in handy form for instant reference, and would be not only our equals, which they are already, but our superiors.' At that," said Eliph' Hewlitt, "I shook my head. 'Gents,' I said, 'I must and will sell this volume, neatly bound in cloth, with a frontispiece in three colors, to the ladies of this country. To sell it to the men, I do not care, but in my humble way selling this book to the ladies is my life work. If, gents,' I said, 'you had been a pirate, as I have, you would want the ladies to vote and to bring their refining influences into use and to circulate from poll to poll, making elections as polite and elegant as a pink tea party.'"

"Them sentiments did you credit," said Miss Hinckley.

"Yes'm," admitted Eliph' Hewlitt, "but I only spoke what I believed. 'Gents,' I said, 'if you had been a pirate on the tossing seas, as I have, and if you had seen the way things was run on that pirate ship before and after ladies took a hand in running it, you would look at the votes-for-ladies business in a different way from what you do. You couldn't help it. And you would see, as I do, that the only thing needed is to hand each and every fe-



male one copy of Jarby's Encyclopedia of Knowledge and Compendium of Literature, Science and Art to make the world a garden of joy."

"Them was strong words to use to men as dead set against us voting as them men was," said Miss Hinckley.

"I felt it my duty to speak up strong," said Eliph' Hewlitt, "hoping thereby to win them from error. I done my duty as I seen it, and as I've done it ever since I was converted by what I seen on the good ship 'Flying Hen.' I used the words 'good ship' as meaning how it was built."

"I've heard as how pirate ships was awful places," said Miss Hinckley.

"Words cannot tell how bad," said Eliph' Hewlitt. "The captain was a constant user of cigarettes, and them men after dinner would keep sitting around the table playing dominoes for money. And all the time they was carousing that way their poor wives was locked into the ship's basement. There them poor women had to stay, week in and week out, and was never allowed on deck for fresh air or to take part in any of the elections."

"How come the pirates to have elections?" asked Miss Hinckley.

"To choose new officers," explained Eliph' Hewlitt. "The excitement of the life was always too much for one or two poor fellows, and they would drop down dead of heart disease. When it was common pirates, we did nothing but toss them over the banister, but if they happened to be officers we had to have an election to fill the office. So we voted. It was a hard life, but it was a merry one, and nearly all hands drank beer and smoked in most any part of the ship that they had a mind to. I rose right up from the ranks, being elected janitor first, and then floor manager, and then general superintendent of the whole ship, which was a hard job because it was my work to keep things tidy, and the ship did get so mussy in a fight. Nobody wanted to do the sweeping and dusting. As I look around this tidy room," added Eliph' Hewlitt, as he looked kindly at her through his spectacles, "Miss Hinckley, it makes me sick to think how careless that ship looked on some days. Mebby you won't believe it, but the windows wasn't washed for weeks

at a time, and the hold wasn't house-cleaned once."

"I can believe it," said Miss Hinckley, "but I don't see why the women wasn't let up out of the basement to tidy up the ship."

"Because we was afraid of them—that's the truth!" said Eliph' Hewlitt. "We was afraid they would claim their rights and ask to be let vote, and so many of the pirates had been killed off that the women was in a majority and could have run things to suit themselves if they had had any sense, which they hadn't. I never saw such an ignorant lot of ladies, but that was all you could expect of wives of pirates. So we kept the ladies locked down in the basement, and I did my best to keep the ship cleaned up, but it wasn't no use, for there was dirt everywhere, and the pirates always tracking in mud with their muddy boots"—

"What's that?" asked Miss Hinckley, sharply. "Where did they track the mud from."

Eliph' Hewlitt hesitated for but a moment. Then he smiled pleasantly at Miss Hinckley. "From the dirt that the crosstrees grow in," he said.

"I never knowed before that ships had soil aboard," said Miss Hinckley.

"What do you suppose every ship has a yard for?" inquired Eliph' Hewlitt. "Well, things got worse and worse. The masts was all cobwebs and some days all the crew laid around smoking, and everything was going to racky ruin as fast as it could, just as it is in another way in this country of ours to-day. There was big need of new laws on that ship and of some firm but kind hands to run things, and gradually we all come, to see it, but we never once thought of the ladies in the basement as fit to do it. We voted one man into office and then voted him out again, and another one in, but no good come of all our changes, until one day we run across a ship that was bound from New York to San Francisco, and we keel hauled alongside and took her. You had ought to hear our captain, who was a very profane man, swear when he found out what that ship was loaded with. Nothing but books!"

"I suppose he only wanted gold," said Miss Hinckley.

"Just so," said Eliph' Hewlitt. "Our

license only allowed us to take gold and jewels, but we had got so careless on board our ship by that time that we didn't abide by the law at all. The captain was going to throw that whole cargo of books overboard, when I spoke up. 'Captain,' I said, 'some books are worth money. If there is any first folios of Shakespeare in that shipload of books we can get good money for them.' The captain swore. 'Jimminy Crickets!' he said, 'there ain't no first editions in this lot. Near as I can make out, this whole ship is loaded with the sixty-fourth edition of Jarby's Encyclopedia of Knowledge and Compendium of Literature, Science and Art, and overboard she goes!' With that, he chucked one into the briny deep, but I put my hand on his arm. 'Captain,' I said, 'I never heard of that book, but think of the ladies locked down in the basement of our ship. Mebby these books would while away their tedious hours. Suppose we save one copy for each of the ladies?' So we did."

Eliph' Hewlitt paused to let Miss Hinckley ask a leading question, but she did not seem inclined to speak. He took the sample copy that he had been holding on his knee and opened it so that Miss Hinckley could see the allegorical frontispiece in three colors.

"In one week from that day and date," he said, "every pirate was learning to drink tea with his little finger sticking out from the cup. One week of reading this remarkable work had raised them imprisoned ladies to a point where they knew more about everything worth knowing than any of the men knew, and they took the voting away from the men and voted themselves into the offices, for this book had taught them useful information on one thousand and one subjects, comprising all the knowledge known to man, twenty thousand references in all, from A to Z, calculated to make the ignorant as wise as the most educated, and fit man, woman or child for the duties of life, as well as providing entertainment for leisure moments. Price only \$5, \$1"—

"How did the ladies get along as officers of the ship?" asked Miss Hinckley. "Did they do as well as the men had done?"

"Can you ask me such a question?" said Eliph' Hewlitt. "The 'Flying Hen' became known from Africa to Greenland as the only pirate ship that had the refined and well-conducted, ennobling influence of home around it. The plank was that well scoured that it made all the difference to the poor fellows that had to walk it. Every morning the deck was scrubbed and the sails aired and the rigging feather dusted off. The capstan and binnacle and things was beautifully covered with turkey red stuff, and every evening we had readings from 'The Five Hundred Ennobling Thoughts,' including the 'Prose and Poetical Gems of All Ages,' page 864, after which, until ten, we played some of the games as given on page 745. 'Five Hundred Parlor Games for Old and Young.' Then lights was put out and all retired.

"One day the captain called us all together, and said: 'By Jimminy Crickets! lads, just see how much better off we are now. See how elegant this pirate business has come to be and how much better off we are. I move that we leave the ladies to run this ship and that we men all go on land and sell Jarby's Encyclopedia of Knowledge and Compendium of Literature and Art throughout the United States of America, statistics of which is given on page 263. Yes, by Gummy! give the ladies of our dear native land a chance and sell them this book, and vote they will and must!' So at the next stop we made we went ashore and didn't come back."

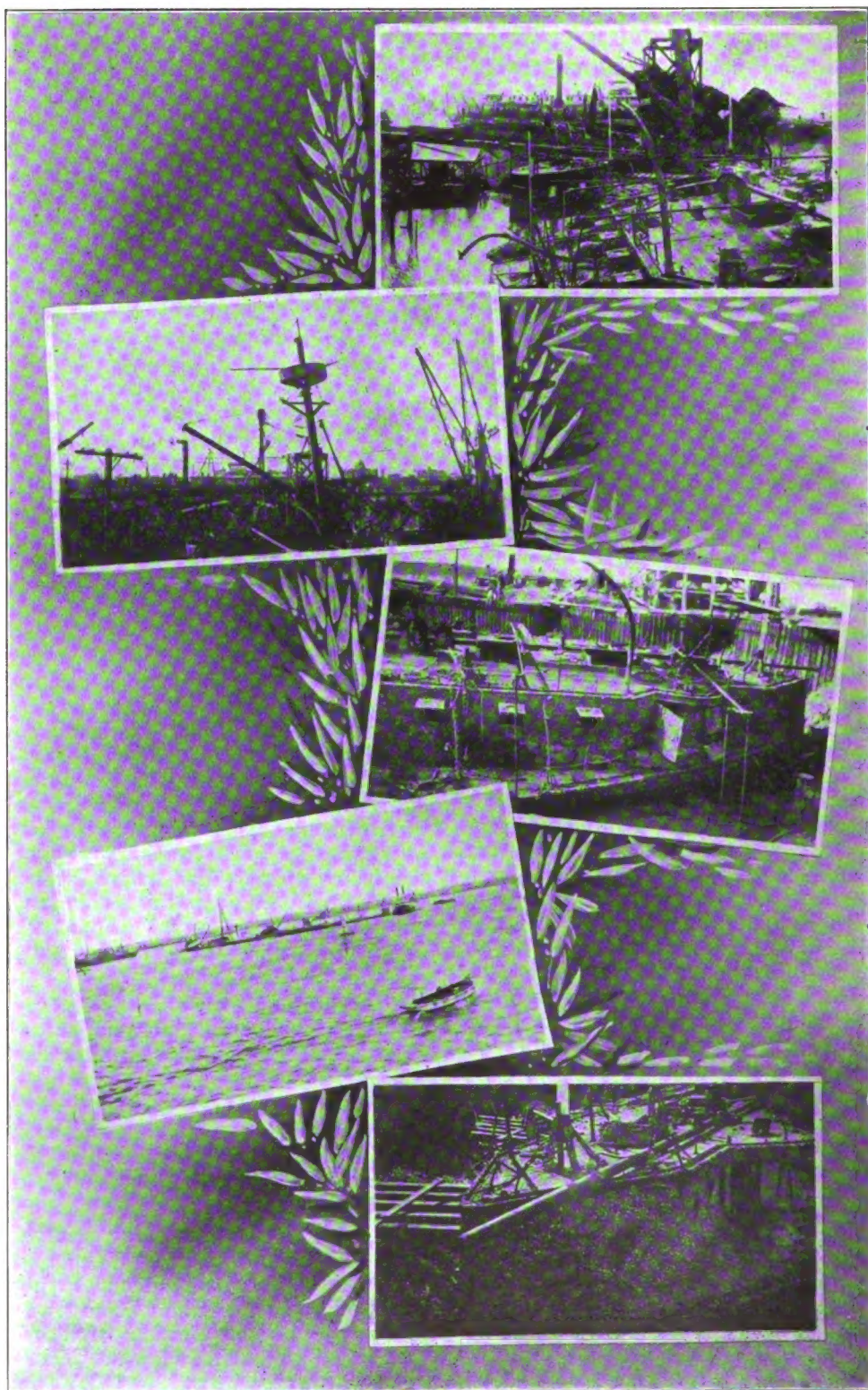
"You didn't all run off to get away from them pink teas, did you?" asked Miss Hinckley. "It sounds a little like it to me."

"No, ma'am," said Eliph' Hewlitt. "our object was as stated, and this book can only be had by subscription of the agents, \$5 a volume, \$1 down and \$1 a month until paid."

"I guess I can get along without one," said Miss Hinckley. "We women will get our rights without buying books off of book agents. Some towns let us vote at some elections already."

"Yes'm," said Eliph' Hewlitt. "Those are the towns where I had sold the ladies copies of this book."

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### In Memoriam—The Maine

Barnacled and corroded away, there now lies uncovered, in Havana harbor, all that remains of the *Maine*. Fourteen years, almost a decade and a half elapsed before a nation known for its courage, dared to lift the hideous monster "doubt," and prove to the world and all time that through no fault of construction, but external explosion, America lost her sturdy sons and the navy a staunch vessel.

Ordered to Havana on account of the troubled conditions in the "Pearl of the Antilles," no prouder vessel or crew ever steamed from these shores. Met with apparent courtesy and the dignity due its commanding officer, all seemed serene. In fact, so serene, that many criticised the necessity of sending the vessel south.

Suddenly the world was startled with the report that the *Maine* had been sunk in Havana harbor, and that most all the crew had been lost. Immediately "jingoism" had its sway, and the calm, careful and deliberate action of a judicious President received much unmerited criticism. He immediately ordered an investigation by a special board of inquiry, which board reported that the *Maine* had been destroyed by external explosion. As I sit here, fingering the fading blue prints accompanying that report, and compare the diagrams with the pictures reproduced on the opposite page, my mind roves back over those fourteen years, and I wonder, as did Holmes, "what those old boys would think to-day,"

The photos of the exposed hulk are practically reproductions of the diagrams of fourteen years ago. It simply proves the faithful work of the "Sampson Board," the fact that this nation had nothing to hide, that they did not look at the matter through biased glasses.

What a change those fourteen years have wrought! From the plain "States," the power to-day is world-wide. Cuba, still troubled by internal strife, receives our fostering care; Porto Rico, once a downtrodden isle, grows prosperous under our rule; the Philippines, where riot and destruction once held sway, are prosperous and

well governed; the nation's word is listened to with awe in the councils of the world; men, all over, uncovered their heads to its starry flag.

But what of those who died—have they died in vain? No. Their deaths will ever linger in the memory of a grateful people with the halo of a golden glow. As Lincoln says: "They have not died in vain."

But what of the wreck—the tomb of those brave hearts? Were she a sailing vessel, one might say with Holmes:

"Nail to the mast her starry flag.

Set every threadbare sail,

And give her to the god of storms.

The lightning and the gale."

But there is one resource. After all the bodies have been recovered, after all the precious tokens sent to relatives and friends, let us remember, and say:

"Her thunders shook the mighty deep,  
And there should be her grave."

### Leap Year

'Tis Leap Year, girls, and don't forget

The privilege of the suffragette.

With bashful, hesitating beaux

Pluck up your courage and propose.

Untie old Precedent's red tape

And let no guilty man escape.

She who hesitates is lost.

So land your man at any cost.

If you have youth as well as beauty,

The Leap Year cry is, "Do your duty."

Say: "Horace, dear, will you be mine?"

Of all mankind for you I pine."

If he a happy year should wish you,

And slyly try to dodge the issue,

Just get a grip upon his coat

And put the question to a vote.

If he votes "No" and you vote "Yes,"

Throw out no signal of distress.

"Hip, hip, hurrah, it is a tie—

Blest be the tie that binds," you cry.

—James McCarthy.

### Warrant of Appointment

Messrs. Andrew Usher & Co., the well-known proprietors of Usher's Whiskey, have been honored with the Royal Warrant, appointing them purveyors to his Majesty, King George V.



# FATE'S VAGARIES

BY MABEL CHASE ENGLAND.

Lielen Winslow, secretary to John Benton, lawyer, closed her desk for the night, donned her outdoor wraps, left the office and started briskly along Broadway. The walk home in the evening, after the close confinement of the day, formed always a definite and recurrent enjoyment. As she went happily along, her cheeks glowing with the exercise, she became conscious of some one, a man, just a little behind, and evidently keeping pace with her. She hurried her steps nervously, but a moment later heard his voice at her side.

"Good evening."

She turned swiftly, looking up at him, and a wave of angry disappointment swept over her.

"Aren't you making a mistake?" she asked, coldly.

The young man returned her gaze confusedly.

"I thought—it was just a mistake. Forgive me." He lifted his hat and was gone.

Helen walked on blindly, her heart in a tumult of bitter resentment. Again and again, in her walks to and from her work, she had met the man who had just accosted her, and there had somehow come to exist between them an imperceptible and unacknowledged, but none the less real, recognition. Unconsciously she had woven many dreams about him, had imagined how they might sometime meet—she was so sure he would find a way, some day, to meet her and come into her life. And now he had actually spoken to her on the street. Her cheeks burned. How could he have done it? It was such a foolish excuse, too, to pretend to have mistaken her for some one else. Well, it was over now. That ended it!

In the days that followed she saw him rarely, and when by chance they met he looked past her with a set gaze and an air of absolute aloofness. She imagined, as time went on, that things were not going well with him. He

seemed thinner, more careworn, each time he crossed her path. In her ready sympathy, she began to forget her indignation at what he had done and to think of him even more than before.

One wet, bleak evening toward the end of November she boarded a car for home and dropped into a seat near the door. Looking idly down the row of faces on the other side, she gave a sudden start. He was there, down near the other end. He seemed absorbed in thought and apparently had not seen her. Her heart contracted with pity as she noted the pallor and weariness of his face and the dark circles under the gray eyes. Surely he must be in trouble. There was something so desolate and hopeless in his look, so boyishly appealing in his whole attitude. When at the next corner the man beside him got off she rose resolutely, and, walking down the car, dropped into the vacant seat beside him.

"Good evening," she said, smiling up at him.

He turned toward her, startled, and first a look of amazement, then of gratitude, leaped into his eyes.

"Oh," he exclaimed, "how good of you—how unbelievably good of you!"

"I wanted to apologize for my harshness that night you—you spoke to me," she explained, flushing slightly. "I don't know why, but I imagined"—She stopped, confused.

"I knew what you thought," he said, eagerly; "but I knew, too, that I could never explain, never make you understand. You see, it was this way"—he paused a moment, searching desperately for words that would convince her of his truthfulness—"things were going rather badly with me, and I had no one to talk to, no one to whom I could go for even the comfort of just a little human companionship. I used to get desperate. I had met you so often in my walks and I had come to watch for you. It was the only thing

that kept me up, somehow, just those little, fleeting seconds when I could look into your eyes as I passed. Probably you weren't even conscious of it, or of me, but I liked to imagine you were, that you recognized me when we met. And then that night, such a longing came over me to speak to you—to tell you that I— Oh, I was a fool! How could you understand? And when you turned toward me with such hurt and anger in your eyes I stumbled out some foolish excuse and left you. Probably you don't understand, even yet; but you see it was just that I was longing for companionship, sympathy, anything—"And then I failed you!" The tears stood in her eyes and glistened in her lashes.

His eyes darkened as he watched her. After a moment he turned his head deliberately away from her.

"And are things better now?" she asked, softly.

"Better?" He laughed, mirthlessly. "They are—finished, I think. The fight is over."

"Tell me," she commanded.

"Well, it's just this way. I am a lawyer, and when I graduated every one cried, 'New York, New York,' at me. 'There is no future here,' they said; 'go to New York. New York is the place to get ahead.' And I believed it! I came here and rented an office. I had been given letters to one or two influential people, who all promised to do what they could and send things my way when the chance came. But, somehow, things haven't come, and the few little cases I've had have in most instances failed to pay up. I hate to tell such a hard-luck story," he ended, "but these are hard facts. It can all be put in one word, I suppose. I'm a failure."

"You are nothing of the kind," contradicted Helen, indignantly. "Now, don't let's talk any more about it. This is my street, and I want you to come home with me to dinner."

"Really, do you?" he breathed, with such a look of joy and gratitude that Helen's eyes filled again, as he fell into step beside her.

"My name is Archauld," he smiled, as he handed her his card.

"And I am Helen Winslow. Isn't it odd," she laughed, "I had forgotten all

about names. This is the place," she added.

When the elevator had taken them up to the snug little apartment which she shared with her aunt, she led him into the cozy living room.

"This is Mr. Archauld, Aunt Anne—a friend whom I have just met accidentally," she said. "I brought him home to dinner."

Miss Winslow greeted him with a gracious warmth and sweetness that brought a lump into his throat, and after showing him into her own bedroom, that he might make a perfunctory toilet, turned inquiringly to Helen.

"I'll tell you all about it later," whispered that young woman, as she disappeared into her own room. "Be very good to him, dear."

When she reappeared, wearing a soft, trailing gown of pale rose, she found Archauld talking with her aunt, and, as they all passed into the dining-room, she noticed that the table was set out with even more than its usual daintiness, and flashed a glance of loving gratitude at Miss Winslow.

All through the meal, as they talked and laughed lightheartedly, Archauld's eyes kept straying to Helen's face in a sort of ecstasy of adoration, while in his heart there swayed an undercurrent of wonder and unbelief, as if he might wake suddenly and find himself back, lonely and heartsick, in the bleak desolation of his little hall room.

After dinner, Helen played and sang to him, and when he left, she said:

"I wish you would come in again to-morrow evening. I have something to suggest."

When he came the next evening, she was radiant.

"I wanted to consult Mr. Benton," she said, "in whose employ I am. He has been speaking for some time of the necessity of taking an assistant, and he wants you to come in to-morrow to see him. He is an old friend of the family," she explained, "and gave me the position I have with him when my father died, and he has a great deal of faith in my judgment of people." She laughed up at him, teasingly. "And, really, you know, in New York it is so much better to start in with some one who is known. It is al-

most impossible to build up success alone. Do you think you would care for it?"

"Care for it!" His eyes expressed what he could not find words for. "It's a case of John Benton, Barrister, caring for me," he added, whimsically.

### Father's Joy

"What did you buy your little son that expensive mechanical toy for? He isn't old enough to appreciate it yet."

"I know, but I'll get a lot of fun showing him how it works."—*Detroit Free Press.*



MARKET SCENE, CURACAO, VENEZUELA.

And, considering the fact that John Benton, Barrister, did care, and eventually took him into partnership, it seemed an unfair deal of Fate that the firm of Benton & Archauld should thereby lose a very valuable secretary. (Copyright, 1911, by Associated Literary Press.)

### Between Neighbors

"My husband says he always does better work when thinking of me."

"I noticed he made a very good job of beating the carpets."—*From the Kansas City Journal.*

### "Revival"

UNCLE EZRA—Did you attend any religious services in New York?

UNCLE EBEN—Yep. I was at what they called a "Revival" of somebody's at one of the theatres, and believe me, Ezry, judgin' by some of the dancing I saw in that place, them city people do get religion somethin' fierce.—*Puck.*

BOARDING-HOUSE KEEPER — There's a big duty on meat.

BOARDER AT TABLE—Tough, isn't it, ma'am.—*Smart Set.*

# SOMEWHAT HUMOROUS

## "FAT ROYALTIES."



(This joke will only be understood by playwrights and managers)

## Very High

"Did he speak in high terms of the doctor?"

"Yes; he said he charged \$10 a visit."

## The Car Didn't

DEALER—Look here! The bill for that motor-car I sold you has been running for over a year now.

CUSTOMER—Let it run. I want to have something connected with my motor-car that will run for over half an hour without stopping.

## Even His

BRIGGS—I have made a will leaving my brain to the hospital, and have just got an acknowledgment from the authorities.

LOFTY—Were they pleased?

BRIGGS—They wrote that every little helped.—*Fun.*

"Were you seasick on the voyage?"

"No; I worked so hard to get the vacation that I slept all the way over."

—*Buffalo Express.*

## Just a Shave

The other day a man walked into a barber's shop, deposited upon a table a number of articles which he took from a satchel, and arranged them with artistic care.

"This is pomade," said the visitor.

"I am well supplied," said the barber.

"This is bear's grease."

"I'm full up with bear's grease."

"Here is some fine bay rum."

"Don't doubt it, but I make my own bay rum and put on foreign labels. Nobody knows the difference."

"Here is some patent cosmetic for the mustache."

"I know it is for the mustache, also for the whiskers, and all that, but I'm thoroughly stocked and reeking with cosmetic at present."

"Here is an electric brush, a duplex elliptic hair dye, lavender water, and a patent face powder."

"I don't want any of them."

"I know you don't."

"Then why do you ask me to buy them?"

"I did not ask you to buy them. Did I say anything to you about buying them?"

"Come to think of it, you didn't."

"I did not come here to sell anything. I only wish to let you know that I possess all the toilet articles that a gentleman has any business with. Now give me an easy shave without asking me to buy anything."

## Heredity

Woggs—His great-grandfather was one of our pioneer pathfinders.

Boggs—I knew he got it somewhere. That fellow can actually follow a continued story in a daily newspaper from beginning to end.—*Puck.*

## So They Say

"You Hamericans say we 'ave no humor," said the loyal Britisher, "but I'll 'ave you understand, sir, that Hinglish jokes are not to be laughed at!"—*Everybody's.*



# SOMEWHAT HUMOROUS

## Why Not?



"When the days begin to lengthen the cold begins to strengthen!"

"Gee! but it ought to be pretty cold by July at that rate."

## The Limit

"He's a good salesman."

"Persuasive, eh?"

"Persuasive? He could sell the Cuban Government a snow-plow!"

## A Slight Misunderstanding

Night was coming on, the storm was increasing and some of the deck fittings had already been swept overboard, when the captain decided to send up a distress signal. The rocket was already lit and about to ascend, when a solemn faced passenger stepped up.

"Cap'n," said he, "I'd be the last man on earth to cast a damper on any man's patriotism; but seems to me this here's no time for celebratin' and settin' off fireworks."—*The Christian Herald.*

## Very Close-Mouthed

**CALLER**—So your sister and her fiance are very close-mouthed over their engagement?

**LITTLE ETHEL**—Close-mouthed! You ought to see them together!

## What She Heard at the Opera

"Well, did you enjoy your evening, my dear?"

"Indeed, I did, John, I went to the opera."

"Oh, what did you hear?"

"Rather, what didn't I hear? I heard that Ruth Jackson was engaged to Tom Harris, the one who got drunk at the golf club last year. And that Jack Courtney and Edith Pascoe have quarreled and are not going to be married after all. Then I heard that the Singletons have a baby and that Mrs. Singleton wants it called Peter Garibaldi, after her mother's step father, but Mr. Singleton wants it called Primus, because it's the first. Then I heard that Baron Von Schmeldt is not a Baron after all, and that the Johnsons——"

"But——"

"Don't interrupt, I thought you wanted to know what I heard?"

"So I did, but——"

"Keep quiet, then. Well, I also heard——"

"What I meant was what opera did you hear?"

"Oh, I don't remember! I saw the name on the programme."—*Chicago Record-Herald.*

## HER DESCRIPTION



**SMITH**—Gosh! They must have my wife on exhibition in there!

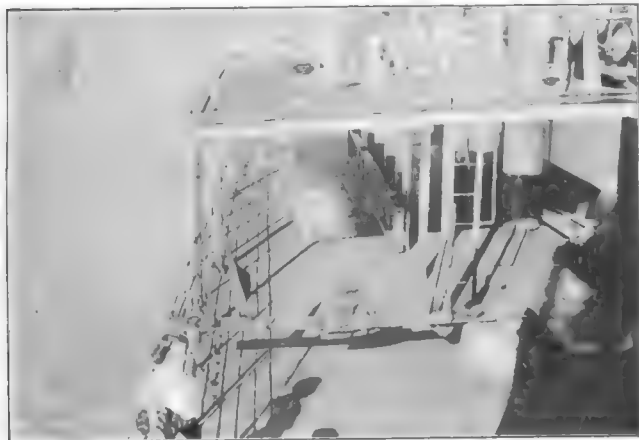
### Transferring Mail at Sea

Various as are the methods of transferring the mail from one place to another, the globe trotter, in his journeys along the highways and byways still discovers novel methods—all new to us, living in modern times.

The crack 25-knotter racing across the Atlantic shows up in mighty contrast to the little old-fashioned "dug-out" of the wilds of South America and frigid climes of the northern continent, but crude and inefficient as this "dug-out" express service may be, the Verdi Islands furnish a cruder, but still efficient method for the receipt and

a fee of eight or twelve pennies is also enclosed. Masts fore and aft carry the red flag and Union Jack, respectively. This to guide the boatmen. To keep the craft upright, two fire bars are attached to the underside in lieu of a keel. When the steamer comes in sight, the native boatmen to whom these fees—which in some cases amount to as much as \$12—seem quite a small fortune, put out for this vessel, which is then launched overboard. The second photograph shows this vessel just after launching. Quite a race ensues between the natives as to who shall secure the *Ark*—the

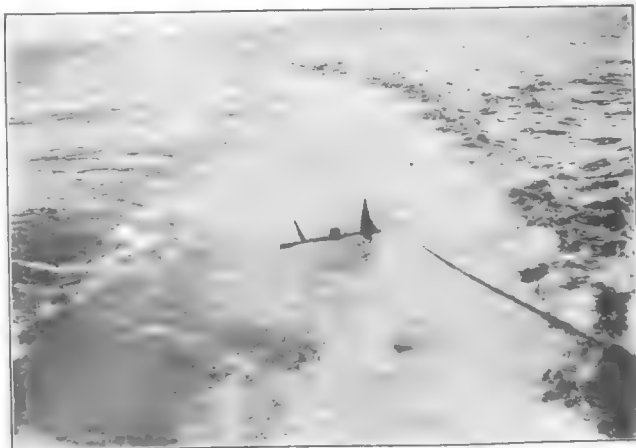
additional fees being the victor's prize. The photographs show up the craft and its launching in good style. The first as to its construction—the second showing its seaworthiness. The liner, in slackening speed, causes quite a hurricane in its wake, but the little vessel just passing under the log-line seen on the right of the second photograph, still remains upright, waiting to be captured



transfer of mails. The accompanying photographs, taken on board the popular Nelson liner *Highland Pride*, steaming from London to Buenos Aires, show in a measure the construction of this wonderful craft and its operation. The service maintained at the racing speed does not allow stoppage at St. Vincent. By prearrangement, the *Ark* is lowered into the sea when passing Bird Island. A word as to the construction of this wonderful *Ark*—a simple plant is superimposed to water-tight boxes, in which the letters are placed. In addition to the postage,

and brought to land so that mails can reach their various destinations—completing one of the world's most novel mail service.

D. F. WILLIAMS.



## A Reform in Stage Lighting

JOS. M. GAITES TO ABANDON THE USE OF  
FOOTLIGHTS WITH HIS PRO-  
DUCTIONS.

An interesting experiment which may lead to a revolution in the manner of lighting the stage, was undertaken this week by Jos. M. Gaites at the New York Theatre. During the whole performance he did away entirely with the use of footlights, which Mr. Gaites considers an antiquated form of stage lighting. He used instead a series of lights within the proscenium on either side of the stage, which were veiled from the audience in such a manner as to give the illusion of daylight. The result was a naturalness and a suggestion of atmosphere which it is impossible to attain with the old-time use of footlights. It was possible for the eye to go direct to the picture on the stage without any disconcerting influences. All seems to be within a frame, and each object stands out distinctly with a genuine perspective. The effect is obtained by having the lights within the proscenium fixed at a height corresponding to that of a person's head. The light is shed from partially veiled reflectors, which soften and mellow it.

Greater intensity is also given the top and border lights.

The idea is a development of experiments made by Sir Herbert Von Herkomer at Bushey, England, in which Mr. Gaites became interested half a dozen years ago, and which have led him to become an ardent advocate for the abandonment of footlights.

"Some six years ago," said Mr. Gaites, "Professor Herkomer undertook a production of his own opera, 'The Idol,' with a highly novel system of lighting. He was aware, as all of us are, that footlights are a distinct drawback, against which both scenic artists and actors contend. They throw certain unnatural shadows across the scenery, which often make mock of attempted illusion. They are a useless irritant to the eyes of the player. In fact, the happening which directed my attention to the immediate need of reforming stage lighting, was the complaint of several of the young women

in 'The Enchantress' company that the glare of the footlights had made it necessary for them to consult an oculist. Every now and then we hear of some well-known actor or actress, who has a temporary spell of blindness, which is all due to the timeworn method of illumination. The reform that I am endeavoring to make will obviate this. So many people object to the accentuated makeup of players, but the reason for it is, to a large extent, this upward flare of the footlights. They throw a shadow of the actor's nose up to his forehead, light up the underpart of his chin and the lower part of his eyebrows. To correct all this, he has to paint up. Naturally, as Herkomer observes, he looks like a mere caricature of a human face. The change will, therefore, make the faces more natural, more real."

## Naming It

The portly policeman put out a pompous hand. The effect was instantaneous. The streaming traffic ceased to stream, and the pedestrians poured confidently across the street.

It was very pleasant, thought the policeman, who was new to his job. With one single little finger he could hold up an entire street, and he smiled with conscious pride as he realized his greatness.

But suddenly he became aware of a gaze fixed curiously upon him. The gazer was the driver of a mere four-wheeler, a shabby, ragged fellow who had no right to stare at anything but his own ill-kempt reflection. The bobby stood his scrutiny for a while. Then he frowned and asked sharply:

"Now, then, what are you staring at?"

The cabbie shook his head as he replied:

"Well, to tell you the truth, guv'nor, I was just trying to give it a name!"—  
*Answers.*

## Sumurun

At the Casino, Broadway and Thirty-Ninth Street.—The latest and newest thing that ever arrived in New York, "The wordless play, with music."

## An Idyll of the East Side

THE RINGING OF BELLE.

In her ear he gurgled gaily:

"Say, I think I'm doing well;  
I pull down my three bones daily,  
That's enough for two—eh, Belle?"

She replied, discreetly blushing:

"You'rt the only guy I'd spark";  
Then the growler went a-rushing  
By the classy Tompkins Park.

He on lips that breathe of onions  
Doth tobacco cherries press,  
And she boots him on the bunions  
'Cause he stepped upon her dress.

They were wed, and to their dwelling  
Lightly turned 'mid dreams of joy,  
And the soul-disturbing yelling  
Of the omnipresent boy.

If they didn't have a cricket,  
They had roaches on the hearth,  
Which they didn't think to kick at,  
As they did not want the earth.

H. M. HARDIE.

This Scotch story is told by John Dunsmore, who plays the part of the Earl of Gonderdeen in "Little Boy Blue":

"'Twas a hot July Sunday in Edinburgh. St. Mary's Cathedral was crowded with sweltering humanity. The sermon was being preached by a visiting canon from London. He was long-winded and the congregation became drowsy. Seemingly everybody within the vision of the preacher had fallen asleep but a simpleton who was seated in the organ loft. The patience of the sermonizer had become exhausted, and he thundered forth:

"'Tis not a lesson o' God ye need, but a rest. Yere ears aire deaft, yere eyes aire blind and yere flesh is o' the Devil, for there is nai one o' ye but the young lad in the loft that is heedlin' the word o' God."

"'Yer richt, parson,'" replied the light-headed lad. "'I'd a been asleep, too, were I not daft."

Determining the distance of lightning by the lapse of time between the flash of the thunder, is a familiar process. The same principal is now turned to the much more practical use of finding the distance from a vessel to shore in a fog, and the medium in wireless telegraphy. Wireless waves, like night are virtually instantaneous and when a whistle or bell is sounded at the same instant that a wireless signal is given to a ship those on the latter have an easy circulation, based on the known speed of sound. Experiments with a United States cruiser off Nantucket have just been made public. Here is a discovery that should avert many disasters due to dense fog such as has prevailed along our coasts recently.—*Paterson, N. J., Call.*

## First Aid to the Lost

There was exhibited at a sportsman's show in New York a portable wireless telegraph device intended to be carried round a hunter's neck. Among the interested persons who examined this apparatus were two old chaps who had formerly been guides in the Adirondacks.

"This thing is shore a big invention, Bill," said one of the ex-guides. "Take, for instance, the case of a swell hunter from the city that gets lost. What does he do? Why, he climbs a tall tree, fixes the jigger and lets go. 'Dash, dot, dash, dot,' and so on—I'm lost in the woods."

"'Dot, dash, dash, dot'—'Where are we?' comes back.

"'Three dashes—dot, dash'—'I dunno, if I did I wouldn't be lost.'"—*Brooklyn Life.*

## She Was Stylish

"Maggie," said the mistress to the new girl, "don't you know better than to throw the slops out at the back door?"

"Axin' yer pardon, ma'am," replied Maggie, "but I reckon as I knows me bizness. I ain't never worked fer a fambly wot had no more self-respect than t' throw 'em out at the front door, ma'am."

### A Complicated World

Problems, problems, confront us on every side, social problems, economic problems, labor problems, Sherman law problems, problems as to what to do with and how to best manage our hordes of unruly street Arabs who are running wild in our thoroughfares and to make them ultimately into good citizens which brings up the city playground problem; and so forth and so on. Civilization is becoming more and more complex as the years roll by. Time was and only a very few hundred years ago when in civilized England even the rich had no carpets on their floors and the rushes strewed around to walk on contested for supremacy with the mud brought in from the horrid roads. The post boy and the post-chaise flourished, government carrying of mails for the public was unknown. the iron horse had not arrived and the telegraph and telephone, the megaphone, the phonograph, gas lighting and electric lighting, "the wireless" and lots of others of our new inventions which add to the joy of living to-day were unknown. In those days the people ate inordinately of English beef — no Fletcherizing for them—and they swallowed vast potations of old ale and didn't care a rap for social, economic or other problems, their chief problem being how to fill their stomachs and raise the money with which to pay their landlords; while the landlords swaggered about and rode around satisfied that the world was theirs. There were a few dreamers and thinkers, then as now, also poets and statesmen, besides kings and bishops and lords and pages; but as to problems and discussion of problems, this is the golden age. Indeed, this is emphatically the golden age for conventions of all sorts and sizes and, of course, mightily good and useful they frequently are for the most part, showing men the way in which they should go and quickening men to higher aims; also making them alive and awake, if not in search of the golden fleece, at least alive and awake to benefit the human race and hasten the day when universal brotherhood will prevail.

Let us all be thankful that we live in such a golden age of thinking and thinkers, and let us be thankful for the newspaper which spreads before us all the doings and all the speeches in the multitudes of conventions so that as we breakfast we may get in touch with problems of every kind and sort for the advancement of humanity even if we grow dyspeptic in endeavoring to keep up with the grand panorama of daily human events including all the conventions.



To relieve the monotony of the stay-over at anchor in Grasse Bay, Bermuda, the junior officers of the R. M. S. *P. Tagus*, find activity in various ways apart from the ordinary routine of duty. Third Officer Hill, who is an expert signaler, along with Fifth Officer Clements, is kept busy with the semaphore by day, and the flashes by night, thus maintaining constant communication with the shore, through the Naval signalers stationed on Ireland Island.

Second Officer Kitson is an angler of no mean ability. The cut above portrays him justly proud of his capture of a rock fish, weighing forty-three pounds, which he hooked off the South West Ledge.



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## Navy to War on Wireless Novices

INVESTIGATION TO BE MADE AS RESULT OF INTERFERENCE WITH MESSAGE OF DISTRESS—TO SEEK FEDERAL LAW—OFFICIALS, BY REQUIRING LICENSES, HOPE TO CHECK AMATEUR OPERATORS WHO HAMPER SEABOARD BUSINESS.

Serious and flagrant interference by amateur wireless operators in the transmission of legitimate messages along the Atlantic seaboard has aroused the Navy Department to such an extent that an official investigation will be begun to-day. Immediate action was prompted when a message of distress from the torpedo boat destroyer "Terry," a week ago, was interrupted by novice operators here, causing a delay of more than an hour.

Officials in the Brooklyn Navy Yard say they have the names of several young men who were responsible for the interference in the transmission of the message from the disabled "Terry." While the pernicious interference cannot be stopped by law now, the naval officials hope to check it by a personal canvass of the amateur operators and by continued agitation cause the enactment of a Federal law requiring all operators to obtain a license.

"The incident of the 'Terry,' a week ago, is argument enough for a Federal license law," said one of the navy investigators yesterday. "For more than an hour amateur operators interfered

with the receipt of the message of distress. They were asked repeatedly to cease their activity in sending inane and useless messages to each other. Instead of complying with the request, several of them retorted with impudent replies.

"During the delay the fierce gale and high seas that battered the distressed destroyer put her wireless outfit out of commission, and we were unable to learn her exact position to rush aid to her.

"Our country is the only one in the world in which all wireless operators are not required to have a license. There are approximately more than five hundred amateur operators in and around New York. Their interference is a serious menace when vessels are in distress, and exasperating to professional operators, who have difficulty in receiving and sending legitimate messages.

"On Saturdays and Sundays the amateurs keep the air charged with messages, and it is next to impossible to carry on the regular business. It is from this fact that we deduct that most of the amateurs are schoolboys, who then have time to carry on their experiments. We have estimated that among 500 young men or amateurs who have outfits, at least half that number own and operate a sending equipment. It is the sending that causes the 'break' in messages being received by professional operators. Sometimes it is possible to check the amateurs by a process known as 'tuning them out.' But for the most part, the operators are powerless to 'call them off.'

"We do not wish to be represented as discouraging young men who are ambitious in carrying on experiments in wireless operation. For the most part, they are young geniuses, who have built their own stations. But when it is realized how serious their interference is it times, and what it might cost if some vessel was in distress, it can be appreciated that some action must be taken. The final solution lies in the Federal license, but in the meantime we will do all in our power to discourage interference with legitimate messages."

# Ruinart Brut

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### Letter of Trustees

Portland, Me., Jan 20, 1912—Since the publication of the last AEROGRAM, the affairs of the United Company have been going along very smoothly. Owing to the efficient work of Mr. Montgomery, one of the trustees, a great saving has been accomplished in the office expenses, and the general running expenses of the company. The office force has been reduced and a more economical and systematic method of keeping the books of the company has been devised, so that a much greater economy and efficiency prevails in the management of the New York office.

The business of the company continues as large as before, and the trustees have added, with the consent of the Court, new fields of income to those already in use.

We take pleasure in publishing the following letters written by the Trustees of the United Wireless Telegraph Company to Mr. Arthur P. West,

Chairman of the Reorganization Committee of stockholders of United Wireless Telegraph Company:

NEW YORK, January 23, 1912.

ARTHUR P. WEST, Esq.,

Chairman of Reorganization Committee of Stockholders of United Wireless Telegraph Company.

DEAR SIR:

We acknowledge receipt of a copy of draft of plan of reorganization which your committee has prepared for submission to the stockholders of United Wireless Telegraph Company, and in order that you may understand our position in reference to this plan of reorganization, we enclose herewith copy of draft of letter which we have prepared for the purpose of sending to stockholders who may make inquiries of us.

Very truly yours,

(Signed) JOHN HOWARD HILL,

PHILIP G. CLIFFORD,

ROBERT H. MONTGOMERY.

Trustees in Bankruptcy, United Wireless Telegraph Company.

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**ALFRED S. AMER, V. P. and General Manager**

Lately Asst. Manager Waldorf-Astoria, N. Y.

January 24, 1912.

DEAR SIR:

A reorganization committee, of which Arthur P. West, Vice-President of the National Surety Company, is chairman, has courteously called to our attention a plan of reorganization, which has been prepared for submission to stockholders of the United Wireless Telegraph Company.

For your information we would say that, as far as we can ascertain, no other plan of reorganization has been formulated.

As trustees of this company it is our duty not only to administer the estate as economically and expeditiously as possible, but also to act impartially, without favoring one class of stockholders over another.

Since we are acting in a trust capacity, we consider that we ought not to commit ourselves to any definite plan of reorganization, and that we cannot properly undertake to advise any stockholder as to the course to be pursued by him; nevertheless, we do not hesitate to say that the committee comprises men of high standing and

of large business experience, and that we have no question as to their honesty and integrity of purpose.

JOHN HOWARD HILL,  
PHILIP G. CLIFFORD,  
ROBERT H. MONTGOMERY,

Trustees in Bankruptcy of United  
Wireless Telegraph Company.

Our London office cables that contract has been closed for the installation of United Wireless system on the whaling steamer *Admiralen*, owned by Chr. Christensen, Sandefjord. The above vessel will be operative in Alaska.

Apparatus will be shipped on S. S. *Helig Olav*, to Christiania, Norway.

Yours very truly,

Trustees in Bankruptcy,  
by C. C. Galbraith.

On September 1, 1909, before the Wireless Act, "Regulations Governing Wireless Equipment on Ocean Steamers." Collectors of Customs reported that 370 ocean passenger steamships departing from ports of the United

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States were equipped with wireless apparatus.

Reports show that at the present time 488 such ocean passenger steamships subject to the Act are now equipped with wireless apparatus.

Lloyd's Register of this year records 1,013 vessels equipped with wireless throughout the world. The increase is not wholly due to the law, for some ship owners would have continued the practice already voluntarily begun of thus equipping their vessels. Besides the vessels equipped under the act of 1910, there are already in the United States 142 vessels, including 15 yachts, voluntarily equipped with wireless. Economies in dispatch, in securing pilot, and loading berth, as well as the demand of the public traveling by sea on small steamers, have impelled owners to incur the expense involved in equipment.

Thus far the marine insurance companies have not specially made a distinct difference in marine rates on hulls and cargoes on account of wireless, but the subject has been under consideration by insurance companies and underwriters and the time doubtless is not remote when part at least of the ex-

pense of equipment will be offset by recognition in insurance rates. The fact that a vessel at sea which can communicate at will with other vessels or shore stations hundreds of miles distant is in less risk of total or heavy loss than one out of touch with the rest of the world.

The efficiency of wireless apparatus and the skill of operators on shipboard concerns the wireless company which leases the apparatus and furnishes the operators, and also concerns the steamship, its owner and master on which apparatus is installed and the operator is employed. To the inquiry, then, whether government supervision be needed in addition to that prompted by self-interest, it may be replied that it has been deemed necessary as well as humane both here and abroad to provide for government inspection of the hull, boilers, machinery, and equipment of vessels and to examine the qualifications of their officers, in the interests of the safety of life of those on board. The same reasons prompt federal inspection of wireless apparatus. The seaworthiness of a vessel in the main, concerns only those on board of that particular vessel. Sound boilers and adequate

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fire pumps protect the lives on board the ship equipped with them. Efficient wireless apparatus, and skilled operators not only protect the lives of passengers on board ships, where they are employed, but insure prompt aid in peril to those on board of other steamships. The mutual usefulness of wireless apparatus in time of danger to two or more steamships or to a shore station affords a special reason for government inspection.

In fact, the general equipment of ocean passenger steamships with wireless apparatus takes its place, and at insignificant cost to the government, among the several services which Congress maintains with liberal appropriations for the safety of life and property on the water.

### The Wireless Girdle

The navy proposes by means of seven wireless stations to keep in direct touch with its vessels in all parts of the world. The advance of wireless telegraphy into a thoroughly practicable and dependable means of long-distance communication is indicated by this comprehensive plan, which, it is said, is en-

tirely feasible, and can be put into operation for about \$1,000,000. The value of such a great network of ethereal connections between Washington, D. C., and every ship of the navy, wherever located—a network giving the president in the White House immediate control of a battleship in mid-Pacific—is so obvious that Congress can hardly refuse to vote the relatively small sum required for its realization.

The seven stations are to be located at Washington, D. C.; in the Canal Zone, at San Francisco, Hawaii, Guam, Luzon (Philippines), and Tutuila Island (Samoa). There are already wireless installations of low power at several of the above locations. The new apparatus will have a reach of 3,000 miles at all times of day and night. This new arrangement, by which every unit of the navy from west Africa to China is virtually given a direct wire to headquarters, will have a most revolutionary effect on the handling of the navy in peaceful as well as in war times. Our next great naval battle—if there ever is a next one—will probably be recorded almost shot by shot in the war office at Washington.—*N. Y. Globe.*

## THERE'S PEACE IN A LARRANAGA

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# COMMON NAUTICAL TERMS

- Longitude ..... Distance directly east or west of the Meridian of Greenwich.
- Altitude ..... Angular distance of the Pole above the horizon.
- Sextant ..... An instrument for measuring a required angle by the manipulation of mirrors.
- Dead Reckoning. A method of finding a ship's approximate position from the course steered and distance run.
- Equinox ..... Equal length of day and night occurring toward the end of March and September.
- Nautical Mile The sixtieth part of a degree. Six knots may be roughly taken as equal to 7 miles.
- Chart ..... A sea map.
- Fathom ..... Six feet.
- Soundings ..... Depth of water in fathoms or feet at low water of spring tides.
- Drift Current... Movement of the surface of the sea.
- Flood-tide ..... Rising tide.
- Ebb-tide ..... Falling tide.
- Spring-tide ..... High-tide caused by the sun and moon being on the meridian together, or in opposition.
- Neap-tide ..... Low-tide caused by the sun and moon being furthest apart.
- Height of Tide.. Difference between level of high-water and that of low-water.
- Age of the Tide. Difference of time between the moon's transit and appearance at the tide.
- Deadlight ..... A covering of wood or metal for a port, used in severe weather.
- Bower Anchor... A working anchor, kept ready for immediate use.
- Sheet Anchor... A spare anchor, reserved for occasions of urgency.
- Log ..... An instrument towed by the vessel, by which the distance sailed is ascertained.
- Log (Logbook). Official daily record of the ship's proceedings.
- Aft (abaft)..... Toward the stern or end of the vessel.
- Forward ..... Toward the bow or front of the vessel.
- Starboard ..... The right-hand side of the ship looking forward.
- Port ..... The left-hand side of the ship looking forward.
- Port ..... State-room window.
- Weather-side ... The side of the ship toward the wind.
- Lee-side ..... The side away from the wind.
- Fore-and-aft ... Lengthwise with the ship.
- Thwartship ..... Crosswise to the ship.
- Mid-ship ..... Toward the middle or "waist" of a ship, equidistant from the bow and astern.
- Poop ..... A raised deck toward the stern.
- Fo'castle ..... The "fore castle"—seamen's quarters.
- Gloryhole ..... Steward's quarters.
- Galley ..... Kitchen.
- Alleyway ..... Passageway.
- Bulkhead ..... Partition.
- Scupper ..... Channel for water.
- Rolling ..... Motion of a ship from side to side.
- Pitching ..... Plunging of a ship's head in the sea, causing up-and-down movement.
- Scending ..... A mixture of rolling and pitching.
- Latitude ..... Distance directly north or south of the Equator.

## Lights of Ships

All vessels under way show two side lights, green on the starboard side and red on the port side. Sailing vessels carry no other lights under ordinary conditions, but steamers carry in addition to these two an elevated white light in the foretop. A vessel being overtaken by another shows a white flare light at the stern. Pilot ships on station show a white light at the mast head, and flare lights on deck at frequent intervals.



# NEWS OF THE THEATRES

BY D. H. RICHARDS.

## The Return of Peter Grimm

Belasco's Theatre, Forty-fourth Street, east of Broadway. This is Mr. David Belasco's own production—a triumph of modern stage setting and manipulation of electric lights, and it is



DAVID WARFIELD.

doubtful if ever before any drama has reached this high standard. Mr. David Warfield takes the part of "Peter Grimm," and, with his perfect acting, do you wonder at the house being crowded nightly?

Peter, who is a kind but obstinate old gentleman, before his sudden death, compelled his young and beautiful ward, Katherine, to promise him she would marry his nephew, a worthless young man, but whom, he thought, was above reproach. Katherine is very much in love with another man, and realizes, too late, her great mistake, and prays to be released from her

promise. In the last two acts, Peter returns in the spirit, and tries to make himself understood, knowing the great wrong he has done, and, at last, is comprehended. Mr. Warfield's acting is something wonderful, and deserves great praise, and we predict for this play a phenomenal run.

## The Wedding Trip

Broadway Theatre, 41st Street and Broadway. In this comic opera the Shuberts have launched another great success and without doubt will have a prolonged run. Everybody is kept in a



CHRISTINE NIELSON.

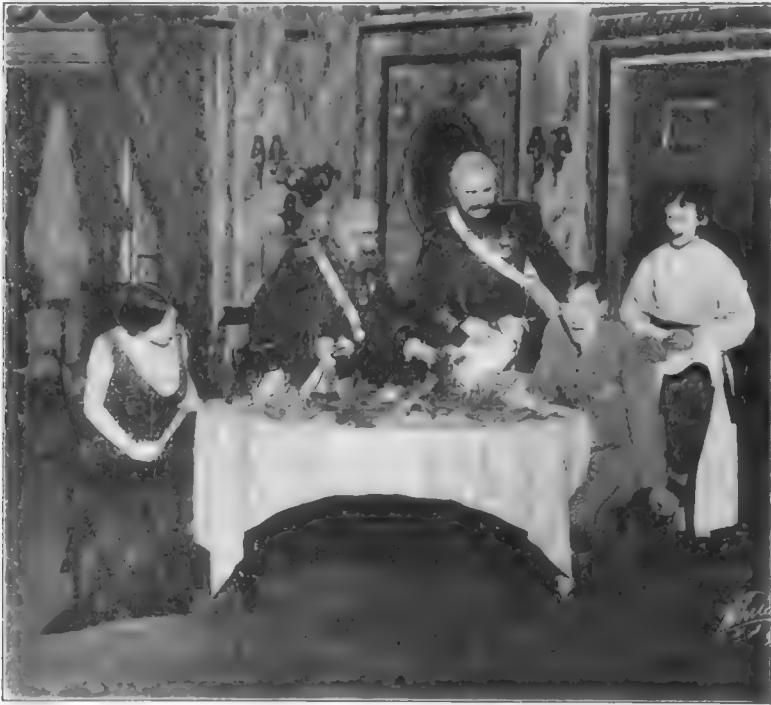
constant fit of laughter throughout the evening. The staging is magnificent and the costumes gorgeous. Miss Dorothy Jardon and Christine Nielson deserve great credit and are accompanied by a large company.

### New York Hippodrome

New records in attendance are being made at the Hippodrome where the great spectacle "Around the World"

A retired manufacturer, residing in Yonkers-on-the-Hudson, who is also a Colonel in the National Guard of New York State, is traveling for pleasure through Russia. In St. Petersburg a lady is known as "The Red Widow" and a leading member of the Nihilists, and about to take the life of the Tsar.

The gallant Colonel falls in love with the fascinating widow, not knowing her character, and in trying to help her, has



"THE RED WIDOW."

continues to please mighty audiences. This season has surpassed all others and there is no inclination of any abatement of interest in the splendid spectacles. Among the best features may be mentioned the gorgeous Ballet of Butterflies, the great Sandstorm in the Desert, Venice by Moonlight, Durbar pageant which for Oriental magnificence has never been equalled on any stage. There are seventeen separate scenes, 1,200 people and two hundred animals in the great show.

### The Red Widow

At the Astor Theatre, Broadway and 45th street, a musical play with a plot.

all kinds of trouble, which bring out many a good laugh.

Raymond Hitchcock in the leading rôle is very amusing and the new songs, "I'll Never Look at a Pretty Girl Again" and "You Can't Pay the Landlord with Love," are very funny.

### The Million

Herald Square Theatre, Broadway and 35th street. A farce with a continuous laugh. The story of the play deals with the winning of the lucky number 1313 in a South American lottery, and the prize is a million pesos,



"THE LITTLE MILLIONAIRE."

and won by an impecunious sculptor, who lives with a number of his Bohemian chums near Washington square. All are elated with the good news, but soon find that the ticket which was kept in an old coat cannot be found, the sweetheart of the sculptor having given it away. A hunt is started for the coat and many and interesting are the situations in tracing from a second-hand store to an Italian lodging house, only to find it gone to some other place or exchanged for something else, but at last is found.

### The Little Millionaire

Continues its successful run at the George M. Cohan's Theatre, Broadway and 43d street, and one of Mr. Cohan's best songs, "Barnum Had the Right Idea," always brings tremendous demonstrations from the large audience. Mr. Jerry J. and Mrs. Helen F. Cohan, are the same delightful personages that we have all known for years. Mention should be made of the wonderful dancing by Lilla Rhodes, and not forgetting Tom Lewis, who keeps everybody in continual laughter.



SPANISH SCENE AT THE HIPPODROME.

# A WIDOW'S HERO

BY JOHN P. ORTH.

When the Widow Collville received a legacy of \$5,000, she sat down and did some serious thinking. She had been a widow for five years, but was one of the overlooked. That is, because she had been left in poor circumstances, she had not been sought by any of the numerous widowers as a wife. The time had now come when she would be.

Mrs. Collville had had plenty of time during her widowhood to store her mind. She had run to romance instead of cook books and family almanacs.

The widow didn't say to herself that she wouldn't marry again, but she said that if she did it would be a hero. A hero might be slow in coming along, but she had plenty of time to wait.

It wasn't a fortnight after the news of that legacy got around that Deacon Hindman made an afternoon call on Mrs. Collville. He was all dressed up and had his boots greased. For five years he had simply nodded to her when they met. For three years he had been looking for a second wife—looking right over her head and beyond. And now he entered her house with a bland smile on his face, and he gave her hand a hearty squeeze, and, without saying a word about the cash, he complimented her on looking younger and many other things.

The deacon had a home, he said. It was now a desolate home, because there was no wife there. Let a bright star step in there to cook, sweep, bake, make the beds, put up the fall pickles and be a mother to the five children with unwashed faces, and his house would be a paradise on earth. Would the widow seize the golden opportunity? The deacon held out his arms, but the widow didn't see them. Instead, she continued to sit on a cane-seat chair six feet away, while she replied:

"Deacon, I feel that you have honored me, but I cannot give you my

heart. If I marry again, it must be to a hero."

"Do you mean the fellow who walks the tightrope at the circus?" he asked.

"Oh, no. I mean a man who has done a brave and gallant action, and has thereby won the praise of his fellow men. You have never saved a maiden from being carried away by a villain, have you?"

"Of course not. What chance have I ever had?"

"Have you ever rescued a child as it was about to be swept over the falls?"

"There's nothing in the way of falls around here."

"But have you led men in battle? Have you controlled a frenzied mob? Have you put your back to a rock and defended a pass? Have you dashed into the ranks of the enemy with your trusty sword and put a hundred men to flight?"

"Look here, widow," said the deacon, as he rose up. "I'm a plain man. I raise wheat, corn and 'taters. I mind my business and let other folks act the fool. It is yes or no to what I asked you?"

"If you were only a hero, deacon."

And the good man stamped out and slammed the door and the gate behind him. His tracks were hardly cold when the sewing machine agent came along. He was a man who had never married, because the girl he had been engaged to at twenty got lost in a huckleberry swamp and died of exhaustion. He vowed to be true to her memory, but when he heard of that legacy it occurred to him that the huckleberry girl, as an angel up above, would be only too glad to see him getting along in this world below. He, therefore, called on the widow. He had meant to call years before, but that vow had kept him from it. Would she be his?

"Mr. Matthews, are you a hero?" was calmly asked in reply.

"No; I wouldn't go to say I was."

"Then it is useless to talk further on the subject. If I marry, it must be a hero."

"But I'm selling more machines than any other man on the road."

"No sewing machine man can be a hero. This is my ironing day, and I am very busy."

Next day there came Mr. Griggs, the village grocer. He was red-faced, red-haired and fat, and he was a widower. He was a man of business. With that five thousand dollars he could enlarge his grocery and buy for cash. The Widow Collville looked good to him, as she opened the front door in response to his knock. He had left the grocery in charge of a clerk, and must hasten back. He, therefore, led off almost at once with:

"Widow Collville, I am a widower."

"Yes?"

"I either want to get married again or I don't."

"I see."

"You are a widower, and you either want to get married again or don't?"

"Exactly, Mr. Griggs."

"As for me, I want a wife. I am here to ask you to marry me. You know who I am. You know what my grocery is. You can realize the happiness of being able to send to the grocery for anything wanted in the house without having to pay cash down. Is it yes or no?"

"Mr. Griggs you are an abrupt man," was the reply.

"I am, widow. When a farmer drives up to my grocery with potatoes to sell I call out the price I will pay. That settles it. He takes me or he leaves me."

"I undersell all other grocers in the county. I've got codfish down a cent a box below them all, and kerosene is to take another drop next week."

"Have you ever fought a duel with a villain?"

"No, ma'am, and I never shall. Groceries are my line, and I stick to 'em. Is it a hero you want?"

"It is."

"Then our little deal is off, and I bid you good-day. Remember the cash-down grocery when you have an order to give."

The next caller was a wire fence

man, who had a job of fencing for a farmer two miles outside the village. He heard the Widow Collville and her \$5,000 talked about, and it occurred to him that Providence was at last backing him for a good thing. He attended church of a Sunday to get a good look at her. No fault could be found with her looks. In the afternoon he called to see her. She divined his errand, and when he began to preface his remarks with words of praise for the way she joined in the morning hymn of "The Sweet Bye and Bye," she interrupted him with:

"You probably have matrimony in view?"

"Y-yes, I am a man who"—

"But are you a hero?"

"I—I hardly know what you mean."

"Have you done anything brave—gallant—great?"

"Why, I licked an autoist who almost ran me down."

"That is a mere nothing, sir. Have you handled sword and lance?"

"Not that I know of."

"Have you rescued any one? Have you taken a motto and upheld it with battle-axe? Have you, sir—have you?"

But the wire fence man had faded away. He wasn't the last by five or six. A fair-looking widow with \$5,000 in the bank can't sink out of sight like a stone thrown into a pond. But there came a slack at last, and the widow was asked if she didn't despair of finding her hero.

"But I have found him," she replied.

"It is Mr. Graham, the shoemaker. We shall be married in two months."

"But what great thing has he ever done?"

"Made me a pair of shoes that took away a corn that had bothered me for five years."

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### Too Much for Him

"Allow me," said the fresh young man in the Pullman dining car, as he passed the sugar bowl to a shy young girl; "sweets to the sweet, you know."

"Allow me," said the girl, as she handed him a plate of crackers; "crackers to the cracked, you know."—*Ladies' Home Journal*.

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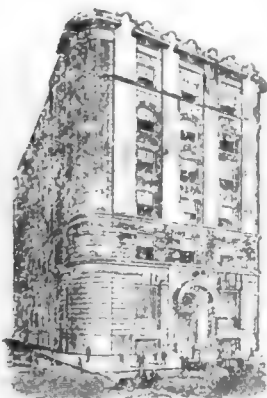
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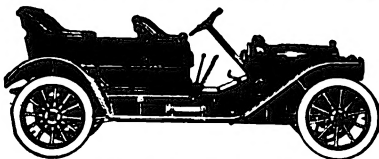
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| Mallory Line.<br>Southern Pacific Co.<br>N. Y. & Porto Rico S. S. Co.<br>Royal Mail S. S. Pckt. Co.<br>Merchants' & Miners' Trans. Co.<br>N. Y. & Cuba Mail S. S. Co.<br>Red D. Line.<br>Ocean S. S. Co.<br>Quebec S. S. Co.<br>Panama R. R. Co.<br>Old Dominion S. S. Co.<br>Lloyd Brasileiro.<br>Lamport & Holt S. S. Co.<br>Hamburg-American Line.<br>(Atlas Service).<br>Clyde S. S. Co. | Peninsular & Occidental S. S. Co.<br>American Mail S. S. Co.<br>United Fruit Co.<br>Vacarro Bros. Ind. S. S. Co.<br>Standard Oil Co.<br>J. M. Guffey Petroleum Co.<br>Sun Oil Co.<br>Baltimore S. S. Pckt. Co.<br>Chesapeake Line.<br>Eastern S. S. Co.<br>Maine S. S. Co.<br>Bull S. S. Co.<br>Havana Coal Co.<br>Merritt & Chapman Wreckg. Co.<br>Arbuckle Wrecking Co.<br>Cuba Distilling Co. | Union Sulphur Cot<br>Mexican Telegraph Co.<br>Coast Transit Co.<br>Insular Line.<br>Norway, Mexico & Gulf S. S. Co.<br>Bluefields S. S. Co.<br>Bank Line.<br>Bermuda Atlantic S. S. Co.<br>Clyde West Indian Line.<br>C. L. Dimon.<br>Menhaden Fish Co.<br>Naval Militia ("Atlantic Coast").<br>Herrera S. S. Co.<br>Plant Line.<br>Royal Dutch West India Mail.<br>Sandy Hook Pilot's Assn. |
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# United Wireless Telegraph Company

## Great Lakes Division Shore Stations.

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# United Wireless Telegraph Company

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|                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Alaska Coast Co.<br>Alaska Pacific Co.<br>Alaska Steamship Co.<br>Chlopeck Fish Co.<br>Humboldt S. S. Co.<br>Independent S. S. Co.<br>Chas. Nelson Co.<br>North Pacific S. S. Co.<br>Oceanic S. S. Co.<br>San Juan Fish Co.<br>Standard Oil Co.<br>C. A. Smith Lumber Co.<br>(Associated Transportation Co.)<br>Union Oil Co.<br>Hicks-Hauptman Lumber Co. | Olson and Mahoney.<br>Port of Portland, Oregon.<br>Sudden & Christensen.<br>San Francisco & Portland S. S. Co.<br>Tree Company (Eameson & Hibberd).<br>Wilmington Transportation Co.<br>Alaska Packers' Assn.<br>Associated Oil Co.<br>Canadian-Australian Royal Mail Line.<br>Canadian-Pacific Railway Co.<br>Grand Trunk Pacific Railway Co.<br>Great Northern S. S. Co.<br>Inland Navigation Co.<br>Calif. & Oregon S. S. Co.<br>Chas. R. McCormick & Co. | Matson Navigation Co.<br>New England Fish Co.<br>Pacific Coal & Transp. Co.<br>Pacific Coast S. S. Co.<br>Pacific Mail S. S. Co.<br>Puget Sound Salvage Co.<br>Puget Sound Tugboat Co.<br>Pacific Navigation Co.<br>Union S. S. Co. of New Zealand.<br>American Hawaiian S. S. Co.<br>Union S. S. of Calif.<br>Pollard S. S. Co.<br>E. J. Dodge Co.<br>A. F. Esterbrook Co.<br>C. H. Higgins, Agent. |
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